

Appendix F

SECURITY EVALUATION

In *Security Guidelines for General Aviation Airports* (May 2004), The Transportation Security Administration (TSA) details suggested security guidelines for general aviation (GA) airports. This appendix includes a review of the existing security procedures at Ellington Airport (7B9) as compared to the TSA's suggested guidelines. Overall, the Airport provides the security facilities recommended by the TSA, but lacks specific/written procedures, identification systems, and other programs/committees. The TSA's recommended security enhancements are listed where appropriate.

Table F-1 summarizes the TSA's *Airport Characteristics Measurement Tool* evaluation for Ellington Airport. Based upon the criteria in the table, Ellington Airport is assessed at a total point value of 20 out of a possible 49.

TABLE F-1 – AIRPORT CHARACTERISTICS MEASUREMENT TOOL			
Security Characteristics	7B9	TSA Assessment Scale	7B9 Point Value*
Location			
Within 30 nm of mass population areas	Yes	5	5
Within 30 nm of a sensitive site	No	4	N/A
Falls within perimeter of Class B airspace	No	3	N/A
Falls within restricted airspace	No	3	N/A
Based Aircraft			
26-100 based aircraft	Yes	2	2
Based aircraft over 12,500 lbs.	No	1	N/A
Runways			
Runway length less than 2,000 feet	Yes	2	2
Asphalt or concrete runway	Yes	1	1
Operations			
Over 50,000 annual aircraft operations	No	4	N/A
Part 135 operations	Yes	3	3
Part 137 operations	No	3	N/A
Part 125 operations	No	3	N/A
Flight training	Yes	3	3
Flight training in aircraft over 12,500 lbs.	No	4	N/A
Rental aircraft	Yes	4	4
Maintenance, Repair, and Overhaul facilities conducting long-term storage of aircraft over 12,500 lbs.	No	4	N/A
TOTAL			20
*Airport Characteristic Measurement Tool (ACMT); Security Guidelines for General Aviation Airports (May 2004)			

Comparing the results of the TSA's *Airport Characteristics Measurement Tool* (Table F-1) to the TSA's *Suggested Airport Security Enhancements* (Table F-2), with a total point value of 20, the TSA suggests (but does mandate) that Ellington Airport provide Security Enhancements 10 through 18 in Table F-2. A review of the TSA's suggested security enhancements as compared to Ellington Airport's current security features and procedures is provided in the sections below. An overall summary of the TSA's suggested security enhancements for the Airport is provided at the end of this appendix.

TABLE F-2 – SUGGESTED AIRPORT SECURITY ENHANCEMENTS				
ACMT Points				
≥ 45	25-44	15-24	0-14	Currently Provided at 7B9
1) Fencing				No
2) Hangars (i.e., shelter)				Some
3) CCTV				No
4) Intrusion Detection System (IDS)				No
5) Access Controls				Some
6) Lighting System				No
7) Personnel ID System				No
8) Vehicle ID System				No
9) Challenge Procedures				No
10) Law Enforcement Officer (LEO) Support				No
11) Security Committee				No
12) Transient Pilot Sign-In/Out Procedures				No
13) Signs	Some			
14) Documented Security Procedures	No			
15) Positive Passenger/Cargo/Baggage ID	No			
16) All Aircraft Secured	No			
17) Community Watch Program	No			
18) Contact List	No			

10) Law Enforcement Officer (LEO) Support

TSA: It is imperative that airport operators establish and maintain a liaison with appropriate law enforcement agencies including local, state, and federal. These organizations can better serve the Airport when they are familiar with local operating procedures, facilities, and normal activities.

7B9: Ellington Airport is informally overseen by the local constables in coordination with the state police department. No official procedures are in place.

Recommendation: Based upon the TSA's suggested guidelines, written LEO support procedures should be considered at Ellington Airport. Procedures may include having a contact name and number for emergency situations and performing random patrols.

11) Security Committee

TSA: Airport management should consider establishing an Airport Security Committee.

7B9: There is no security committee at Ellington Airport.

Recommendation: Based upon the TSA's suggested guidelines, the main goal of this group is to involve airport stakeholders in developing effective and reasonable security measures and disseminating timely security information. Meetings should be held regularly for the purpose of giving coordinated direction to the overall airport security program.

12) Transient Pilot Sign-In/Out Procedures

TSA: Airport personnel should strive to establish procedures to identify non-based pilots and aircraft (i.e., transient pilots/aircraft) using their facilities.

7B9: There is no Fixed Based Operator (FBO) to monitor aircraft or designated transient parking spots.

Recommendation: Ellington Airport should ensure transient pilots park in designated spots to help identify transient aircraft. An airport manager of an FBO would ideally be identified; an existing tenant could serve in this capacity.

13) Signs

TSA: The use of signs provides a deterrent by warning of facility boundaries as well as notifying the consequences for violation.

7B9: There are currently warning signs posted near the main apron of the Airport, but there are multiple access points to the rest of the airfield.

Recommendation: Based upon the TSA's suggested guidelines, additional signs should be considered at the Airport. According to the TSA, signs act as a deterrent to entering the property as well as notify the reader of the consequences for violation. Additional signs should be hung on fences and posts along the Airport perimeter so that the observer is able to view the next sign in both directions.

14) Documented Security Procedures

TSA: Airport managers/operators may find it helpful to develop written security procedures. Many of these security initiatives are already being conducted on airfields but have not been formalized into a documented program. Documentation provides managers with a traceable and auditable method of ensuring airport employees and tenants are aware of and understand security issues.

7B9: Ellington Airport has no documented security procedures.

Recommendation: Based upon the TSA's suggested guidelines, establishing written security procedures should be considered at the Airport. According to the TSA, written security procedures should minimally consist of, but not be limited to, airport and local law enforcement contact information, including alternates when available, and utilization of a program to increase airport user awareness of security precautions such as Airport Watch. Because security procedures may contain sensitive information, the airport operator should limit access to them to the extent possible. The TSA has developed a sample security procedures template for GA airports.

15) Positive Passenger/Cargo/Baggage ID

TSA: A key point regarding GA passengers is that the persons onboard these flights are generally known to airport personnel and aircraft operators unlike the typical passenger on a commercial flight. Recreational GA passengers are typically friends, family, or acquaintances of the pilot in command. Charter/sightseeing passengers typically will meet with the pilot or other flight department personnel well in advance of any flights. Suspicious activities, such as use of cash for flights, or probing or inappropriate questions, are more likely to be quickly noted and authorities could be alerted. For corporate operations, typically all parties onboard the aircraft are known to the pilots.

7B9: There are no specific/written procedures in-place to ensure positive passenger/cargo/baggage ID and no personnel regularly on site to ensure it is followed.

Recommendation: Based upon the TSA's suggested guidelines, establishing specific/written procedures should be considered to ensure positive passenger/cargo/baggage ID at the Airport. According to the TSA, individuals visiting the airport should be escorted into and out of aircraft movement and parking areas. Prior to boarding, the pilot-in-command should ensure that:

- The identity of all occupants is verified
- All occupants are aboard at the invitation of the owner/operator
- All baggage and cargo is known to the occupants

16) All Aircraft Secured

TSA: The main goal of enhancing GA airport security is to prevent the intentional misuse of GA aircraft for terrorist purposes. Proper securing of aircraft is the most basic method of enhancing GA airport security.

7B9: Most, if not all, aircraft are currently secured at Ellington Airport with door locks, but there are no personnel on site to ensure this.

Recommendation: Although most aircraft are secured, it may be worthwhile to detail specific aircraft securing procedures. According to the TSA, Auxiliary locks to further protect aircraft from unauthorized use should be considered. Commercially available options for auxiliary locks include locks for propellers, throttles, and tiedowns.

17) Community Watch Program

TSA: The vigilance of airport users is one of the most prevalent methods of enhancing security at GA airports. Typically, the user population is familiar with those individuals who have a valid purpose for being on the airport property. Consequently, new faces are quickly noticed. Teaching an airport's users and tenants what to look for with regard to unauthorized and potentially illegal activities is essential to effectively utilizing this resource. Airport managers can either utilize an existing airport watch program or establish their own airport specific plan.

7B9: There is no community watch program at Ellington Airport.

Recommendation: Based upon the TSA's suggested guidelines, establishing a community watch program should be considered at the Airport. The TSA provides a list of elements and guidelines for all airports wishing to establish such a program.

18) Contact List

TSA: The development of a comprehensive contact list is recommended to be included in any airport security procedures.

7B9: There is no contact list posted at the airport.

Recommendation: Based upon the TSA's suggested guidelines, a comprehensive contact list should be developed for the Airport. According to the TSA, the list should be distributed to all appropriate individuals, and include phone numbers (as well as after-hour numbers where appropriate). The contact list should include:

- Airport manager/operators/owners
- Local Police
- Connecticut Department of Transportation (ConnDOT) Aviation and Ports

- Town Emergency Manager
- State Police
- Fire Department
- State Office of Public Safety/Homeland Security
- FBI
- Local FAA contact
- Local TSA contact (that is, Federal Security Director or designee)

Summary of Recommended Security Enhancements

As discussed above, the TSA's security guidelines are recommended (but not mandated) for GA airports. At this time, there are no specific State or Federal requirements for implementing such procedures. However, under Town of Ellington ownership of the Airport, it is recommended that many of the TSA recommendations be implemented, with refinements specific to the needs of the Airport. These TSA recommendations are characteristic of the general size, location, and activity of the Airport. The TSA recommends that GA airports consider the local need for and potential benefit of the following:

- An Airport Security Committee
- An Airport Community Watch Program
- Secondary Aircraft Locking Devices
- Transient Pilot Sign-in/Sign-out Procedures
- Security Related Signs

In addition, a formal Security Procedures Document should be developed and provided to airport users that incorporates the following items and procedures:

- Law Enforcement Officer procedures
- Specific security procedures to be used by airport personnel and tenants
- Challenge Procedures (for confronting unfamiliar individuals and suspicious activity)
- A procedure for pilots to positively identify all passengers and cargo
- A formal airport contact list with phone numbers (day/night)